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REVIEW OF EXISTING TRAINING PROJECTS AND CAPACITIES WITHIN THE UNITED NATIONS SYSTEM

Note by the Secretariat

INTRODUCTION

1. The Commission on the Limits of the Continental Shelf, at its fifth session, expressed its interest in developing a training mechanism to assist States which considered that their personnel needed additional expertise in certain fields to prepare the State's submission to establish the outer edge of its continental shelf beyond 200 miles to the Commission. It was felt that training was needed to promote a better understanding of article 76 of the 1982 United Nations Convention on the Law of the Sea, as well as of the Scientific and Technical Guidelines of the Commission on the Limits of the Continental Shelf (CLCS/11), in particular taking into account the needs of developing States. The present review was prepared at the request of the Commission (CLCS/12, para. 18).

2. The Commission decided that, as a first stage, it was necessary to identify training needs and available means, as well as possible problems. For that purpose, the Commission decided to establish an open-ended working group to look into the matter. It also requested the Secretariat to prepare a review of existing training projects and capacities within the United Nations system. For this purpose, research was done to identify training programmes and capacities within the United Nations that might be applicable to the training aims of the Commission, and inquiries were made with other relevant organizations to determine which training projects might be available that were relevant to training envisaged by the Commission.

3. Several types of training programmes within the United Nations system have been established, although some of them may not be as applicable to the needs of the Commission on the Limits of the Continental Shelf as others. Nonetheless, those aspects of the programmes which may be applicable are described below.

TRAIN-SEA-COAST PROGRAMME OF THE DIVISION FOR OCEAN AFFAIRS AND THE LAW OF THE SEA, OFFICE OF LEGAL AFFAIRS, UNITED NATIONS

Background

4. The TRAIN-SEA-COAST programme (TSC) is an international training network composed of training/educational centres in developing countries, countries with economies in transition and developed countries. It aims at strengthening the capabilities of institutions and individuals having responsibilities in the field of coastal and ocean management.

5. The programme became operational in 1995. It is managed and coordinated by the Division for Ocean Affairs and the Law of the Sea, with financial assistance from the United Nations Development Programme (UNDP).

6. The programme is composed of 16 Course Development Units (CDUs) which are hosted primarily by academic/training centres. Eleven CDUs were created in the period 1995-1997, financed by UNDP. In 1999, five new CDUs were established and financed by the Global Environment Facility (GEF),[1] and are associated with five regional GEF international waters projects.

7. The primary responsibility of the CDUs is to produce and to deliver high quality courses tailored to the needs of their countries/regions. These courses are based on an extensive training needs analysis and an assessment of human resources. The training courses are task-oriented with practical exercises and focus on addressing problems accorded the highest priority in the field of coastal and ocean management.

8. The Central Support Unit in the Division oversees the coordination and management of the TRAIN-SEA-COAST network. It provides continuing pedagogic and technical advice and assistance to the CDUs as they develop their training courses. In addition, it undertakes periodic monitoring visits to the CDUs to discuss progress, needs and requirements arising from course development activities and the general operation of the CDUs.

9. The TRAIN-SEA-COAST programme is part of a much wider network of United Nations training programmes called the United Nations TRAIN-X network. It has evolved from work pioneered by the International Telecommunication Union (ITU) in developing its TRAINTEL programme (telecommunications) in the early 1970s. In the 1980s UNCTAD drew on the successful experience of ITU to establish the TRAINMAR programme (services to maritime trade). These were followed by the creation of UNCTAD's TRAINFORTRADE programme (international trade) and the creation of ICAO's TRAINAIR programme (international civil aviation) in the late 1980s. Since 1993 four additional programmes were created, namely, the United Nations TRAIN-SEA-COAST programme (coastal and ocean management); UNITAR's CC:TRAIN programme (climate change); UPU's TRAINPOST programme (postal services); and FAO's TRAINFISH programme (responsible fisheries).

The TRAIN-SEA-COAST methodology

10. TRAIN-SEA-COAST courses are developed according to a common pedagogic methodology. This methodology is an approach to training and course development

which emphasizes effective and systematic task or job-based instruction. The output is quality training packages, called "standardized training packages", which are shared among the members of the network. In fact, the application of this common methodology facilitates the sharing and/or adaptation of training materials and instructors. The TSC methodology is utilized to produce performance-based instruction. Training needs are carefully analysed and this analysis is used as the basis for the development of training packages.

11. The methodology consists of three basic phases, namely:

(a) Training needs analysis. To determine the objectives that training must meet, and how training and other actions should be linked. Learner characteristics are examined and a preliminary curriculum is designed.

(b) Development of training material. The training activity is planned in detail. Training strategies and learning targets are defined, a suitable mode of delivery and training techniques are selected, then training materials are produced in accordance with TSC standards.

(c) Process of training. Arrangements are made for holding courses on a regular basis: the effectiveness and quality of the training are continuously evaluated, both during the study phase and after the return to productive work. Revisions are made to the training material and instruction, as required.

The application of this methodology, together with the best subject-matter expertise available, ensures quality training which complies with international standards set by the TRAIN-X network.

The team approach

12. TRAIN-SEA-COAST courses are designed by teams of course developers, who are pedagogic experts, together with subject-matter experts from the operational field, as well as by instructors using a modern trainee-centred approach. The result is a training programme containing the most advanced technical material, and designed using pedagogic techniques that have been proved to be particularly effective. This technical/pedagogic expert team approach ensures optimum training materials for the participants as well as the instructors, which facilitates training and ensures that the participants can apply the acquired knowledge and skills in the performance of their jobs.

What are the added benefits of the TRAIN-SEA-COAST programme approach?

13. The programme provides the following benefits:

(a) An established global training network[2] grounded in the Division for Ocean Affairs and the Law of the Sea. This is a mechanism that provides an effective support system, increased cost-effectiveness and an avenue for systematic capacity-building at the national and regional levels.

(b) A training development methodology that since the early 1970s has been adopted by eight other sister training programmes in different sectors within the United Nations system and UNDP.

(c) A platform for international cooperation that enables human resources to be better mobilized, with adaptable training materials available to all members of the network.

(d) The opportunity for the CDUs to produce standardized training courses having a recognized international standard. The use of fully documented training packages makes the training much less dependent upon individual instructors.

(e) Access to pedagogic experts worldwide that can assist subject-matter experts in the development of courses, as well as to the TRAIN-SEA-COAST Central Support Unit in the Division that provides pedagogic support throughout the process of course development.

INTERNATIONAL HYDROGRAPHIC ORGANIZATION

14. The International Maritime Academy in Trieste is a training institute which works in close cooperation with the International Hydrographic Bureau. The Academy gives courses in hydrography (category B, port and coastal hydrography, hydrographic data management and nautical hydrography), all of which contain sessions devoted to the United Nations Convention on the Law of the Sea, and to the definition of the continental shelf. Courses for hydrographic surveyors lasting from 6 to 12 months are given.

15. The International Maritime Academy has indicated to the International Hydrographic Organization that, to assist States with the preparation of a submission to the Commission, there is a possibility of organizing a course for approximately three weeks for individuals who already have a strong hydrographic and/or geodetic background.

16. The International Hydrographic Organization will shortly issue a special publication containing information on all training programmes in bathymetry under the cognizance of the national hydrographic authorities of member States.

17. In support of its technical assistance functions, the Organization conducts advisory visits to a requesting State and encourages the formation of bilateral and multilateral agreements between States for technical assistance in various aspects of hydrography, including training of personnel.

INTERGOVERNMENTAL OCEANOGRAPHIC COMMISSION OF UNESCO

18. The Intergovernmental Oceanographic Commission (IOC) has conducted a number of training courses in the recent past, and publishes reports upon the completion of the courses. The following are examples of the type of training courses which may interest the Commission, several of which are available in the library of the Division:

Report No. 50
IOC/IODE-NIO Training Course on Oceanographic Data and Information Management, National Institute of Oceanography, Goa, India, 17-27 October 1998

Report No. 45
IOC-ICSU-IAEA-EU Training Course on Marine Geological and Geophysical Data Management for the Countries of the Black and Caspian Seas Regions, World Data Centre B, Marine Geology and Geophysics, Gelendzhik, Russian Federation, 8-19 September 1997

Report No. 44
IOC-INCO-ROPME Training Course on Oceanographic Data and Information Management, Iranian National Centre for Oceanography, Tehran, 19-30 October 1997

Report No. 38
IOC/IODE Training Course on Marine Geological and Geophysical Data Management, Gelendzhik, Russian Federation, 13-29 September 1995

Report No. 34
Training Course on Management of Marine Data and Information for the Mediterranean Region, Valletta, 10-21 April 1995

Report No. 33
IOC-IOMAC Advanced Training Course on Marine Geology and Geophysics off Pakistan, National Institute of Oceanography, Karachi, Pakistan, 12-26 November 1994

TRAINING BY THE PREPARATORY COMMISSION FOR THE INTERNATIONAL SEABED AUTHORITY AND FOR THE INTERNATIONAL TRIBUNAL FOR THE LAW OF THE SEA

19. The Preparatory Commission for the International Seabed Authority and for the International Tribunal for the Law of the Sea instituted a training programme in the context of activities relevant to seabed mining. Principles, policies, guidelines and procedures governing the programme were set out in document LOS/PCN/SCN.2/L.6/Rev.1 (also reproduced in the final report of the Training Panel to the General Committee of the Preparatory Commission (LOS/PCN/153 (vol. IV), part I, pp. 38-43)). The principles and policies of that training programme are summarized below.

20. In essence, the purpose of the training activities was to assist the Enterprise, the operating arm of the International Seabed Authority, to recruit a sufficient number of personnel of high qualifications and technical competence, and the training was planned and carried out in cooperation with the registered pioneer investors and Certifying States.

21. The Preparatory Commission established a Training Panel to plan and carry out the programme, which was to provide training in the different disciplines and skills which would be required by the Enterprise. The programme was to incorporate general and specialized training, both theoretical and practical. Training methods and facilities used by each pioneer investor were to be the best available to it, and where it was to be provided by universities or research institutions they were required to be widely recognized.

22. The fields to which initial priority was to be given were identified, and an assessment of the results of the training was to be made. The implementation

of the programme was designed to maximize the value and timeliness of the knowledge and experience gained by trainees relative to the date of establishment of the Enterprise.

23. All signatories to the Convention were entitled to nominate candidates for training. Selection of candidates by the Training Panel and their subsequent designation by the Preparatory Commission were to be done in accordance with the resolution establishing the programme, bearing in mind the need to ensure the highest possible standards and equitable geographical distribution. A designated trainee could undergo more than one period of training from more than one pioneer investor.

24. Training was not in principle meant to be awarded for the pursuit of academic studies leading to degrees or diplomas, but rather to give qualified persons the opportunity to extend their professional or technical knowledge and experience to areas applicable to future seabed mining and to acquaint them with advanced methods and techniques used by registered pioneer investors.

25. Reports were to be submitted to the Preparatory Commission on each person trained, including a full description of the training provided and the context in which it was carried out.

26. Persons trained were to be reabsorbed into their professions, or given related employment, and would be made available at the request of the Enterprise or the Preparatory Commission.

Notes

[1] The Global Environment Facility (GEF) was established as a joint internaticnal effort to help solve global environmental problems. The GEF Trust Fund was established by the World Bank on 14 March 1991, while the Facility was formally established in October 1991 as a joint programme of UNDP, UNEP and the World Bank.

[2] TRAIN-SEA-COAST Course Development Units: TSC/Brazil (Fundacao Universidade do Rio Grande); TSC/Philippines (International Center for Living Aquatic Resources Management (ICLARM) and Philippines Council for Aquatic and Marine Research and Development (PCAMRD); TSC/Thailand (Coastal Resources Institute at Prince Songkhla University); TSC/United States (University of Delaware); TSC/United Kingdom (University of Wales); TSC/France (University of Nice); TSC/Fiji (University of the South Pacific); TSC/Senegal (Centre de recherches océanographiques de Dakar/Thiaroye); TSC/Costa Rica (Universidad Nacional); TSC/India (Indian Institute of Technology); TSC/Gulf of Guinea (Centre for Environment and Development of Africa (CEDA)); TSC/Red Sea (Red Sea University); TSC/Benguela Current (University of the Western Cape - University of Cape Town); TSC/Black Sea (University "Ovidious" of Constanza - Black Sea University); TSC/Rio de la Plata (PROBIDES - Universidad de la Republica - Ministerio de la Vivienda, Ordenamiento Territorial y Medio Ambiente (DINAMA)).